

need of that—the Democrats will sacrifice fast enough.

It seems to be conceded that the contest on Pennsylvania.—*N. Y. Times.*

XX FLOUR. 50 BAGS M'KEN-
NA & CONSTANTINE'S Fairfield, 100 lbs
h, of this well-known brand in store and for sale
100. 2000.

assemblies—and is quite equal to—the London Illustrated News, which is world-renowned for the excellence and variety of its illustrations. The New York paper, however, is sold at half the price of its London prototype. The engravings in Frank Leslie are infinitely superior to those in Ballou's Victoria.—*Times*

Try them once, and you will never be without them.
Price 25 cents per box—five boxes for \$1.
Prepared by Dr. J. C. AYER, Practical
Analytical Chemist, Lowell, Mass., and sold by J.
Ayer & Co., Cincinnati, all the Druggists in Low-
ell, and in Boston, New York, and all the

cost. As before, we leave to inform my friends
customers that I am now ready to serve them, as
before, at my new location, in Stuard's Building
440, near the corner of Fourth and Market, north
My stock of ladies' and gents' Shoes and Boot
fall and winter wear, will be complete in a ver
days. I shall still endeavor to merit the patron
my new location heretofore so generous.

AUCTION AND COMMISSIONS
 Merchant, No. 593 Market street, between
 and Brook, south side. Cash advanced on com-
 ments.

[illegible]

Dealers in Medicine.

Hurley's Sarsaparilla commands the largest sale, and is the best preparation before the public. When purchasing stock be sure and take no other.

A Word to Election Officers.

We hope that the officers of the election in different precincts in the city and county will make out a full and authentic statement of the poll for the Democratic office.

All Naturalized Citizens.

Should take their naturalization papers with them to the polls. It will facilitate voting and be more satisfactory to all parties.

ARM YOURSELVES WITH THE ELECTORAL TICKET.

Let every Democrat provide himself with the names of the electors for the State of Kentucky, and have them with him at the polls. Those who are not provided with tickets, will not be the names of the electors at the head of our columns, and can vote from it, if the names of the electors are demanded.

Vote, and see that all good citizens do the same.

There is no necessity for any one remaining away from the polls, inasmuch as the Mayor and Chief of Police have made arrangements for the quiet and peaceable exercise of the elective franchise. It is the duty as well as right of good citizens to vote.

Tennessee All Right!

A dispatch from a member of the National Committee, dated Nashville, 3d inst., received late last night, assures us that Tennessee is safe for five thousand votes. This is cheering to our people, but we have always esteemed Tennessee as certain for Buchanan and Breckinridge.

It cannot be doubted that the city authorities will be able to preserve the city from the violence of a miserable band of free-boters, if they are disposed. And who can doubt their sincerity after the earnest protestations they have made? We believe that election day will pass in peace, and no restore to Louisville the good name she once enjoyed.

Sundry rumors of organizations to disturb the peace and harmony of some of the county precincts, were current in some circles yesterday. We do not attach any importance to such statements; for it is not possible that men having no right to vote in the county, would leave the city to create disturbances at polls where all the legal voters are well known to both political parties.

Consistency.—One of our Methodist ministers had his residence in unvisited as the Know-Nothing procession passed last night. Whoever heard of a Methodist minister in honor of a political party? And yet these fellows talk of "political purity," and such like nonsense, while our Protestant ministers thus publicly engage in the tickery and demermy of a miserable faction.

Some of our friends called in upon us last night, to know whether the procession marching through the streets were attending Santa's funeral or not. Not San die with the setting sun today, and will be buried in the ballot-box so deep that the hand of resurrection can never reach him.

It will be well ascertained by 8 o'clock this morning, whether the assurance on the part of the Mayor and Chief of Police are sincere, and whether they are able to preserve the peace of our city.

At the August election, Tribune county gave only 22 majority in favor of the Democrats. A friend of ours, who is well posted, now tells that the same county will give Buck and Breck 300 majority.

REMARKS IN BLISS.—The schoolmaster was evidently abroad when some of the transparencies, used in the procession last night, were painted. The "SINCERITY" of the American party—his!

THE WRITERS LIGHTS are a handsome set of fellows; they'll look just better with the blue ribbon on to save their hides to-day. Pretty company to find them German in.

PROSECUTIONS.—It is estimated, by those who make careful inspection of the crowd last night, that more than one-half of the procession was composed of boys.

We are informed by gentlemen who held the watch on the Know-Nothing procession last night, that they were just thirteen minutes in passing a given point.

During the procession last night, sky-rockets were frequently sent up—like emblems of the Know-Nothing party, "up like a rocket—down like a stick!"

Sam was jubilant last night, and made a fine show for a party that is not certain of an electoral vote in the United States.

The Know-Nothing party had their regular meeting last night. The Democratic party will have theirs just after the election.

A spirited meeting of the members of the Democratic Association was held at headquarters last night.

PERSONS.—We were pleased to meet yesterday, in our city, Col. W. W. Slapp, Secretary of the Democratic State Central Committee. The Colonel is fully posted up, and gives a cheering account of the good work in the State.

J. B. Archer, Esq., one of the most popular and efficient lawyers of this city, is also in the city at present, and takes the "National" his headquarters.

DISORDERLY CONDUCT.—A party of vagabonds made a descent upon Mr. Rhoads's clothing establishment yesterday, at the corner of Clay and Jefferson streets, in Mr. Rhoads's, smashing his windows and doing other damage. Mr. Rhoads is a German by birth, which was his only offense. The names of some of the offenders are the disposal of the police.

SERIOUS ACCIDENT.—We are sorry to learn that our young friend Boyd, of the house of Watkins & Owsley, of this city, was a very badly hurt, and otherwise injured, by being thrown from a carriage yesterday morning, some four miles out of the city on the Newburg road. He was doing well, however, last evening.

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PINKETTS DELIVERED.—Passengers by the Nashville cars, yesterday, report destructive fire in the city.

The Transparent Procession.

Our kind friends determined to have a blow-out about election time in this city, and anticipating their fate, very wisely concluded to have it last night. The official officers and hungry aspirants had devoted a fortnight to the labor of preparation, and, as might be expected, more or less display was made. The display, however, fell short of that which we were promised, and we thus publicly express our disappointment.

The procession was headed by an individual well known in this community, bearing a blaring torch, which circumstance, taken in connection with a prominent transparency, "The 6th of August, 1855, the dawn of a new era in Louisville," may be considered significant.

It is due to our mechanics to state that many of the transparencies were made in Cincinnati. The orthography, in many instances, was very creditable, and the style in which the word "country" was elaborated, amused a great many persons. With a remembrance of the manner in which they were treated on a former occasion, the mechanics advised those who were prominent in procuring the paraphernalia, to apply to persons who had a higher estimate of Know-Nothing credit than that entertained by Louisville mechanics.

Regular Louisville and Nashville Packet.

We are glad to observe by an advertisement in our columns to-day, that the steamer Diamond, under the command of Capt. W. R. Hollister, will upon the resumption of navigation, take her place as a regular packet on the Cumberland river. In the absence of railroad communication, it is to the interest of every shipper, to encourage this regular line. The trade between our city and Nashville, and along the Cumberland river, is considerable—and would be largely increased if certain reliable facilities of intercommunication were kept up. The Diamond is an excellent boat, commanded by an experienced Captain, and well manned throughout. We hope that merchants, shippers, and passengers, will at once see the advantage of sustaining this packet, as its continuance as a regular packet will subserve their own interests, and facilitate trade generally.

TEARER.—There was a very fair audience present last night, considering the excitement elsewhere; and all who were present, were delighted. Mr. Chanfrau's William, in the drama of "Black-eyed Susan," was a very excellent performance, giving unquestionable pleasure; while Mr. Willis's Susan, was very well done indeed. In the "Pleasant Neighbor," Miss Albinette's Nancy Strap was a charming performance—very natural and pretty; and Wood Benson's Christy was much-provoking in the extreme. The other parts, in both pieces, were well done. We do not stay to say "New York." The bill for to-night is good one, including "In and out of Place" and "New York City" and we expect will draw a full house.

Row on the LEWIS.—John Cogrove, Cairo Jennings, Michael Gibbling, and Pat Holmes, were arrested at a late hour on Sunday night, in the neighborhood of the wharf and Fifth streets. They were charged with an assault upon Dennis Quinlan and James Carroll, and were before the Police Court yesterday morning. Carroll was pretty badly bruised; through the skill of Dr. Baum, however, he was enabled to appear in court. The origin of the dispute was a matter of a board and liquor bill. Jennings was discharged, and Cogrove, Gibbling, and Holmes were held to bail in \$500 each to answer a charge of assault and battery.

PRINCIPAL OF THE HIGH SCHOOL.—The Board of Trustees of the University and Public Schools at their last meeting, elected Prof. E. A. Holyoke to the vacancy in the Principalship of the Louisville High School. Prof. H. is from the University of New York, and has a high reputation as a man of letters, besides possessing natural and acquired talent, which eminently fit him for the responsible position.

The Female High School is now one of the most efficient institutions in the city, and with the addition of Prof. H., will possess educational advantages of the highest order.

"The Western Lights."

This "ferion hope" of the Know-Nothing faction, was the leading feature of the torch-light procession last night. It is creditable to them, that they were not ambitious to be seen or heard; the lights which they carried were few and far between, and their enthusiasm was nowhere. For fellows! having lost the esteem of the better portion of their countrymen, the confidence of all right-thinking men, and, worse than all, their own self-respect, they were very appropriately made to represent the flag-end of Hindomism.

Rows.—Yesterday afternoon, two men, named Robert Lloyd and Frank Jackson, had an altercation in Market street, near Preston, which led to a fight. Neither was much hurt, and no arrests were made.

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REVIEW OF THE MARKET.

REMARKS.—The demand in this market has increased, but the supply is still very ample, and the regular rates of discount. Great anxiety is felt as to the course financial matters may take in Europe, as accounts are still of a very unsettled character.

Exchange.—The demand for exchange has been quite active and firm for the past week. The supply not falling off we continue our quotations:

NEW YORK.	AT 100.	AT 90.	AT 80.	AT 70.	AT 60.	AT 50.	AT 40.	AT 30.	AT 20.	AT 10.
Philadelphia	100	99	98	97	96	95	94	93	92	91
Pittsburgh	100	99	98	97	96	95	94	93	92	91
Cincinnati	100	99	98	97	96	95	94	93	92	91
Nashville	100	99	98	97	96	95	94	93	92	91
Memphis	100	99	98	97	96	95	94	93	92	91
St. Louis	100	99	98	97	96	95	94	93	92	91
Chicago	100	99	98	97	96	95	94	93	92	91
San Francisco	100	99	98	97	96	95	94	93	92	91
London	100	99	98	97	96	95	94	93	92	91
Paris	100	99	98	97	96	95	94	93	92	91
Bremen	100	99	98	97	96	95	94	93	92	91
Hamburg	100	99	98	97	96	95	94	93	92	91
Amsterdam	100	99	98	97	96	95	94	93	92	91
Antwerp	100	99	98	97	96	95	94	93	92	91
Brussels	100	99	98	97	96	95	94	93	92	91
Lyon	100	99	98	97	96	95	94	93	92	91
Marseilles	100	99	98	97	96	95	94	93	92	91
Nice	100	99	98	97	96	95	94	93	92	91
Genoa	100	99	98	97	96	95	94	93	92	91
Leghorn	100	99	98	97	96	95	94	93	92	91
Trieste	100	99	98	97	96	95	94	93	92	91
Venice	100	99	98	97	96	95	94	93	92	91
Padua	100	99	98	97	96	95	94	93	92	91
Bologna	100	99	98	97	96	95	94	93	92	91
Florence	100	99	98	97	96	95	94	93	92	91
Rome	100	99	98	97	96	95	94	93	92	91
Naples	100	99	98	97	96	95	94	93	92	91
Bari	100	99	98	97	96	95	94	93	92	91
Brindisi	100	99	98	97	96	95	94	93	92	91
Corfu	100	99	98	97	96	95	94	93	92	91
Zante	100	99	98	97	96	95	94	93	92	91
Patras	100	99	98	97	96	95	94	93	92	91
Argos	100	99	98	97	96	95	94	93	92	91
Mytilene	100	99	98	97	96	95	94	93	92	91
Chios	100	99	98	97	96	95	94	93	92	91
Smyrna	100	99	98	97	96	95	94	93	92	91
Constantinople	100	99	98	97	96	95	94	93	92	91
Aden	100	99	98	97	96	95	94	93	92	91
Calcutta	100	99	98	97	96	95	94	93	92	91
Bombay	100	99	98	97	96	95	94	93	92	91
Rangoon	100	99	98	97	96	95	94	93	92	91
Singapore	100	99	98	97	96	95	94	93	92	91
Manila	100	99	98	97	96	95	94	93	92	91
Cebu	100	99	98	97	96	95	94	93	92	91
Yokohama	100	99	98	97	96	95	94	93	92	91
Kobe	100	99	98	97	96	95	94	93	92	91
Shanghai	100	99	98	97	96	95	94	93	92	91
Hankow	100	99	98	97	96	95	94	93	92	91
Peking	100	99	98	97	96	95	94	93	92	91
Tientsin	100	99	98	97	96	95	94	93	92	91
Harbin	100	99	98	97	96	95	94	93	92	91
Manchuria	100	99	98	97	96	95	94	93	92	91
Amoy	100	99	98	97	96	95	94	93	92	91
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TRANSPORTATION.

Louisville and Frankfort,
AND LEXINGTON & FRANKFORT
RAILROADS.
INTER ARRANGEMENT FOR 1856 AND '57.
PASSENGER TRAINS DAILY—SUNDAYS EXCEPTED
ON AND AFTER MONDAY, OCT.
13th, 1856, trains will run as follows:
FIRST TRAIN—Leaves Louisville at 6 o'clock A.

[illegible]

At 8:00 a. m., stopping at Herbe's and Smith's stations, La Grange, and at stations east of La Grange, and at Lexington, a 6:00 o'clock p. m. connection is made for the morning train leaving Lexington at 6:00 a. m., stopping 30 minutes for breakfast, Frankfurt, and at all stations east of La Grange and Smith's and at Lexington, and at stations east of Lexington, arriving at 11:00 o'clock a. m. in close connection by passenger and New Albany and Salem roads with Indianapolis. Connections are made at Indianapolis with Louisville, Lexington, and Cincinnati, and at Lexington, Rock Island, Galena, Dubuque, and all the principal towns West and south.

Leaves a Lagrange at 5:30 o'clock P. M. stopping at
Leaving a Lagrange at 7:30 o'clock A. M. returning at 8
and arrives at Louisville at 10:30 o'clock A. M.
Fright trains leave Louisville and Lexington at 8
o'clock A. M., daily, Sundays excepted.
Rate is about 4 cents per mile, and a discount of
nearly 25 per cent. is allowed for direct
For any further information, please call at the
Dept., corner of Brook and Jefferson streets, Louis-
ville, Ky., or write to the N. & W. R. R., P. O. Box
1000, Louisville, Ky.

ON AND AFTER WEDNESDAY

The next, last instant, trains will run on the Albany and Salem Railroad as follows:

Express trains will leave New Albany daily, (Sundays excepted), at 9 A. M., connecting at Greensburg with the Pennsylvania Express for Philadelphia, Baltimore and arriving at Michigan City at 7 P. M., and Chicago at 7 P. M.; A. M., stopping at Logansport; Passenger trains between Milwaukee, Rock Island and Wisconsin Central, leaving New Albany at 8:00 A. M., for Chicago, Central Road, for Detroit, Niagara Falls, New York B-ston, &c.

Express trains South will leave Michigan City at 6:00 A. M., and Logansport at 7:00 A. M.

M. In time to put passengers into Louisville and
afternoon.
Freight Trains will leave New Albany as usual
A. M. every day, Sunday excepted.
J. B. ANDERSON, Supt.

New Albany and Steam R. R. Co.
LOUISVILLE TO CHICAGO ST.
TRAINS LEAVE NEW ALBANY
daily (Sundays excepted) at 10 A. M. (except

This Train connects at the Atlantic City, Tenn., Terre Haute and Richmond, Ind., or St. Louis and Chicago, Ill., and runs westward to St. Paul, Minn., via Chicago, Ill., and Great Lakes, Mich., to Detroit; or via Toledo, Ohio, and Cleveland, Ohio, to Detroit. It also runs northward from Chicago, Ill., via Milwaukee, Wis., to Minneapolis, Minn.; or via St. Paul, Minn., to Duluth, N. Dak. and Grand Rapids, Mich. It also runs southward from Chicago, Ill., via Indianapolis, Ind., to Louisville, Ky., and Memphis, Tenn.

Passengers by leaving their homes there will be able to find any particular train which they desire.

JOHN W. ANDERSON, general agent.
N. STEVENS, General Agent.

1896 Summer Arrangement. 1896
COMMENCING MONDAY, MAY 19.

Little Miami & Columbus & Xenia
RAILROAD,
EXCLUSIVELY AN EASTERN ROUTE.
ON AND AFTER THIS DATE THE
LITTLE MIAMI RAILROAD WILL BE
OPERATED BY THE COLUMBUS & XENIA RAILROAD.

Is the **ONLY DIRECT ROUTE** to the **WESTERN** States and
Cleveland and the only route from Cleveland to the
West Shore Lakes at Cleveland and to the only
route from Cleveland to the West Shore Lakes at Cleveland
Dunkirk and Buffalo.
BY ANY OTHER ROUTE to the **WESTERN** States and
Cleveland, you depend on the **WHEEL** and the **WHEEL**
to the **WESTERN** States and Cleveland, and to the only
route from Cleveland to the West Shore Lakes at Cleveland
Dunkirk and Buffalo.
THE LITTLE MIAMI VIA COLUMBUS,
is the only route with a **WHEEL** connection to the
CINCINNATI AND PITTSBURGH.
BY ANY OTHER ROUTE to the **WESTERN** States and
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THE LITTLE MIAMI, VIA COLUMBIA S.
IS THE ONLY ROUTE to and from
WHEELING or SINGERSVILLE.

THE LITTLE MIAMI, VIA COLUMBIA S.
IS THE ONLY ROUTE to and from
Columbus, Cincinnati, and Cleveland, with
through connections at each of these cities
for all lines of cars, including
Atlantic and Pacific.

THE LITTLE MIAMI, VIA COLUMBIA S.
BEING THE SHORTEST ROUTE
to the East, a via form and save space in the
Connections are certain.

BY AN OTHER ROUTE from
Columbus, Cincinnati, and Cleveland
a low speed is required, and

150 N. Second St.,
 Chicago, Ill.
 To all the Eastern Coast.
 Three daily Eastern Trains, at 6 A. M., 1 P. M., and 8 P. M.

[illegible]

FOR THE TRAIN—Cleveland and Youngstown Express, leaves Cincinnati at 8 o'clock p. m. Cleveland and Pittsburgh for all the Eastern The train stops at all points between Cincinnati and Columbus.

Use train on Sunday at Columbus.

Transfer by Columbus time—seven minutes less than Cincinnati time.

Fare as low as by any other Road.

FOR THROUGH TICKETS,

And information, please apply at the Ohio, St. Bernard House, second door west of Van Alstyne No. 117 (Union House Building) and the end of

Office hours from 9 A. M. until 5 P. M.
F. W. STRADER, General Agent
THE OVERSEAS LINE
 Call for passenger and freight rates and information, fast and every train. By leaving direct to the dealer of abovecoms, will call for passenger and freight rates, without fail.
G. R. RINGOLD, Commodore

G R E A T
Northern, Eastern, and Western
RAILROAD SYSTEM

RAILROAD ROUTE
VIA
Jeffersonville Railroad
Shortest, Quickest, and Most Direct
Route to
Indianapolis, Lafayette, Chicago, Detroit, Galena,
Rock Island, Burlington, Cincinnati, Cleveland,
Buffalo, New York, Boston, Pittsburgh.

THE JEFFERSONVILLE RAILROAD is laid with heavy T rail and well ballasted and is well stocked with superior locomotives and Cars, and has every facility for making quick time connections. It is the shortest route by 25 miles from Louisville and Chicago, and is the only direct route from Louisville to St. Louis, and from St. Louis to the East.

Trains daily (Sundays excepted) to Indianapolis.

One Train daily (Sundays excepted) to Cincinnati.

FIRST TRAIN.—Indianapolis Express Leaves Jeffersonville at 11:30 a. m., making a direct connection with the state and Indianapolis Railroad for Lafayette, Cincinnati, Detroit, etc.; with the Terre Haute and Richmond Railroad for Terre Haute, etc.; with the Indianapolis and Bellefontaine and Cincinnati and Hamilton Roads for Cincinnati, etc.; with the Cincinnati and Hamilton Roads for Wheeling, Pittsburgh, Baltimore, Washington, Philadelphia, Cleveland, Buffalo, New York, etc.

SECOND TRAIN.—Cincinnati Express Leaves Jeffersonville at 2:30 p. m. and arrives in Cincinnati 5:30 p. m., connecting the next morning with the passenger trains from Cincinnati.

THIRD TRAIN.—Leaves Jeffersonville at 2:30 p. m. and arrives at Indianapolis at 7:30 p. m., making a direct connection with the Indianapolis and

Indianapolis Railroad for the North, with the Lake
Haut and Richmond Railroad for the West, and the
Indianapolis and Bellefontaine and Indiana Central
Railroad for the East.

Time from Louisville via Jeffersonville Railroad
Indianapolis, 4½ hours;
Cincinnati, 5½ hours;
Lafayette, 7 hours;
Terre Haute, 8 hours;
Chicago, 15 hours;
Saint Louis, 17 hours;
Cleveland, 18 hours;
Buffalo, 21½ hours;
New York, 30½ hours;
Boston, 40½ hours;

Baggage checked through from Jeffersonville to
discharge at Cincinnati.

FREIGHTS.—By a recent arrangement with the
I. R. Co., the Jeffersonville Company now run an
local locomotives, Cars, and Conductors, through
Indianapolis, over the Erie and Pennsylvania
which greatly facilitates the transportation of freight.
The attention of merchants shipping freight N.
and East is called to this route, and the advantage
offered.

For through tickets and information in regard to

freights, apply at the office, 115 Main street, Louisville, Ky., B. O. NORTON, Ticket Agent; or at the Depot, Jeffersonville. A. P. OSBORN, Sup.

B. M. LEMONT, Master of Transportation. Jal